SAISA District Championship
Hosted by College of Charleston
May 8 & 9, 2021
SAILING INSTRUCTIONS

SAISA Covid Protocols

- **Masks are mandatory by all individuals onsite at all times from event arrival until departure at the end of the day (no exceptions). After leaving the dock and while sailing, mask usage is strongly encouraged.**
- **Points events are for Varsity Teams only consisting of a maximum of 8 sailors and two support persons on site. Support persons can be 1 coach/1 chaperone, 2 coaches or 2 chaperones.**
- **Boats will not be rotated.**
- **It is critical to be mindful of how you feel, and, particularly when ANY of the potential COVID-19 symptoms are present, to please stay home.**

1. **RULES**
   1.1. The regatta will be governed by the Racing Rules of Sailing 2021-2024, the prescriptions of US SAILING, the ISSA Procedural Rules, the SAISA COVID document, this Notice of Race, and the Sailing Instructions. In the event of a conflict between the governing documents and the Sailing Instructions, the latter shall take precedence.
   1.2. The Organizing Authority (OA) is the Interscholastic Sailing Association in conjunction with the host Club.
   1.3. No change of course signals will be required. This changes RRS 33.
   1.4. RRS Appendix U as modified by these Sailing Instructions shall apply.
   1.5. After a General Recall, the "Round-the-Ends-Rule" provision of RRS 30.1 shall apply for the subsequent re-start. This changes RRS 30.1.
   1.6. RRS Appendix P is in effect modified per ISSA Procedural Rule 14(c).

2. **NOTICES TO COMPETITORS**
   2.1. Notices will be posted on the official Notice Board which is the Techscore Notice Board.

3. **CHANGES TO SAILING INSTRUCTIONS**
   3.1. Changes to the Sailing Instructions may be made at any time and posted on the Official Notice Board.
   3.2. Oral changes to the Sailing Instructions may be given on the water by a hail from the Signal Boat in accordance with RRS 90.2(c). Changes must be made before the warning signal.

4. **SIGNALS MADE ASHORE:**
   4.1. Signals made ashore will be displayed from the RC Signal Boat on the main dock of the sailing center.
   4.2. When code flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the RRS Race Signal "AP."

5. **BOATS**
   5.1. Sixteen 420s and FJs will be provided. Additional boats will be provided by competitors.
   5.2. Competitors shall report any **damage, contact between boats, or loss of equipment**, however slight, to the OA representative immediately after returning the boat to shore.

6. **SCHEDULE OF RACES**
   6.1. Saturday, May 8 800AM: Zoom Skippers meeting with a coach or designated parent
https://us02web.zoom.us/j/86998536530?pwd=b3Jpa1RmaVNqUm5HMmZBKzZNNC9nUT09

   6.2. Saturday, May 8 0945a first warning with additional races to follow

- A Fleet to sail 420s without boat rotation
- B Fleet to sail FJs without boat rotation

6.3. Sunday, May 9 0930a first warning with additional races to follow
- A Fleet to sail FJs without boat rotation
- B Fleet to sail 420s without boat rotation

6.4. No warning after 1500 0n Sunday, May 9

7. **RACING AREA**

7.1. Racing will be in Charleston harbor near the College of Charleston Sailing Center and in the area of Crab Bank

8. **COURSES**

8.1. Based on conditions, the Race Committee will determine the courses as prescribed in ISSA PR 7.8

8.2. The Race Committee may designate course selection orally.

8.3. The course to be sailed will be windward-leeward. The diagrams in Attachment I shows the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.

9. **Marks**

9.1. Marks will be as follows: Mark W, O, and G1/G2 will be reddish-orange balls

9.2. The starting mark will be a reddish-orange ball.

9.3. The finishing mark will be a white ball.

10. **THE START**

10.1. Races will be started using the Appendix U – Audible-Signal Racing System.

10.2. The starting line will be between a staff displaying an orange flag on a race committee boat and the course side of the port-end starting mark.

10.3. The order of starts will be provided at the skippers meeting.

10.4. Individual recalls shall be signaled as per Appendix U4. Flag "X" need not be displayed.

10.5. General Recalls will be signaled by a series of short sounds. For the restart of the recalled race RRS 30.1 will be in effect except Flag "I" need not be displayed. This changes RRS 29.2 and 30.1.

10.6. A boat starting later than 3 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

10.7. Boats subject to individual recall (RRS 29.1) shall be signaled by hailing the sail number/bow number (or other distinguished feature) of the recalled boat. This Changes RRS 29.1.

10.8. Failure to hear an adequate hail or sound signal shall not be grounds for redress. This changes RRS 62.1.

11. **CHANGE OF THE NEXT LEG OF THE COURSE**

11.1. Marks may be moved in accordance with ISSA-PR 7.8(c).

12. **THE FINISH**

12.1. The finish line will be between a staff displaying a blue flag on a race committee boat and the course side of the nearby finishing mark to the starboard side of the RC Signal boat.

12.2. For the last leg of a course with a downwind finish, the gate marks are not considered marks of the course.

12.3. If one or more boats are unreasonably delaying the completion of a race, the race committee may score the boat(s) in place and terminate the race. This changes rules 35 and A4.

13. **PENALTY SYSTEM**

13.1. RRS 44.1 and 44.2 are changed so that the penalty is one full turn instead of two.

13.2. The penalty for breaking instruction 5.2 (failure to report damage), unless the protest committee is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.

14. **TIME LIMIT:**

14.1. The target time for each race is 20 minutes. Failure to meet the target time shall not be grounds for granting redress. This changes RRS 60.1(b) and 62.1(a).

14.2. If in the opinion of the Race Committee one or more boats are unreasonably delaying the completion of a race, the race committee may score the boat(s) in place and terminate the race. This changes rules 35 and A4.

15. **PROTESTS AND REQUESTS FOR REDRESS**

15.1. Protest procedures will be in accordance with ISSA Procedural Rules. Protests should be filed as soon as sailors return to the dock.

15.2. The protest time limit will be the end of the final race unless the race committee has been notified of additional protests.

15.3. Appendix T4.2 is in effect for Redress.

16. **SCORING**

16.1. Scoring will be in accordance with ISSA-PR 9 and 11(c).

16.2. Three races in each division must be completed to constitute a regatta

17. **SUPPORT AND COACH BOATS**

17.1. Coaching will be in accordance with ISSA Procedural Rule 8.

18. **ENVIRONMENTAL AND SAFETY**

18.1. ISSA-PR 2.2 applies, requiring the wearing of approved PFDs.

18.2. A boat that retires from a race shall notify the race committee as soon as possible.

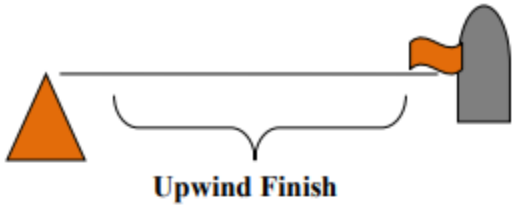
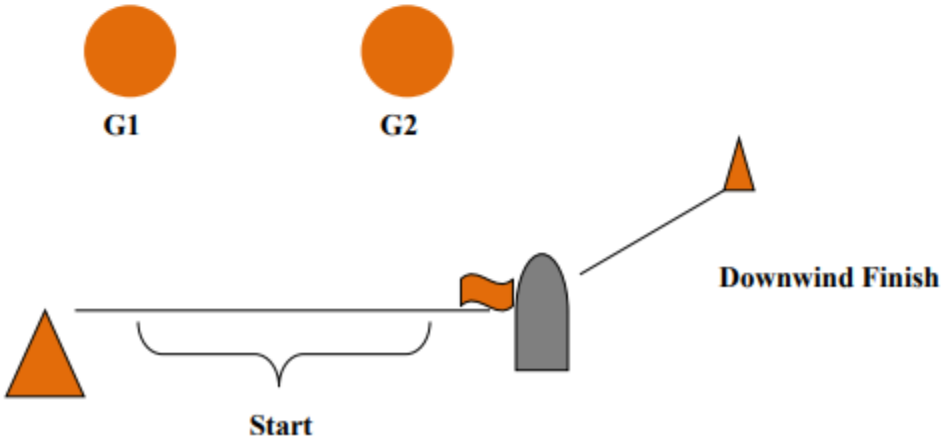
19. TRASH DISPOSAL:

19.1. Trash may be placed on board support or official boats or be placed in trash cans at the venue.

20. **RECORD OF PARTICIPATION:** Record of Participation information must be entered on-line to Techscore by the adult representative. The time limit to submit this information is 30 minutes after the completion of the last race. Failure to do so will be 20 points per Division added to the total team score. This changes RRS 63.1.

21. **Gear Requirement:** Appropriate sailing gear for the water temperature and air temperature will be required for all sailors. No cotton clothing such as jeans or sweatshirts will be allowed and proper footwear is required. Wet suits or dry suits are highly recommended. Coaches are asked to monitor the gear of their team members. The organizing authority reserves the right to remove any sailor that they feel is not properly outfitted for conditions.

22. **RISK STATEMENT**: RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform, and fatigue resulting in an increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.

Appendix 1 - Course Diagram
(for diagram purposes only – not to scale – actual marks may differ in shape, size and color)

Course	Mark Rounding Order
3	Start - W - O - G1/G2 - Upwind Finish
4	Start - W - O - G1/G2 - W - O - Downwind Finish
5	Start - W - O - G1/G2 - W - O - G1/G2 - Upwind Finish